INFORMATION REPORT INFORMATION REPORT

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REPORT

SUBJECT 1. Zavod Marsala Rybalka (Former Skoda Works) in Decin
2. Military Technical Institute in Decin (Plant produces patrol motorboats, pontoons, + cisterns)

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a report on the Zavod Marsala Rybalka (the former Skoda Works) in Decin-Podmokly (N 50-47, E 14-13) and the branch of the Military Technical Institute (VTU) which is housed in the basement of the plant. A sketch shows the location and layout of the plant, while two other sketches show a patrol motorboat and pontoon produced by the plant.

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1. Location: (Note: see the enclosed plan). The plant lays in the southern part of the city PODMOKLY/DECIN, not far from the Labe river. Northwards of the plant is the PODMOKLY/DECIN RR station and the southern boundaries are made by the RR track running from the RR station into the Labe harbour, with one diverging branch into the Skoda V plant. The western side is bordered by the street, parallel to the river.

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2. Plant's history and statut: The Skoda V plant is an organisational branch of the Lenin Works (formerly Skoda Works) in PLZEN (PILSEN). It had been built to it's present size during the WW II from a smaller factory located on the same place. The plant, at present, works predominantly for the cs military establishment, and substantial deliveries go to the USSR. A supervisory commission of 5 army officers is permanently stationed at the plant. It is probable, that some connection exists between the Skoda V and the VTU (Military Technical Institute) installations, located in the underground of the plant.

The plant manufactures army pontoons, patrol motorboats, cisternes and RR cisternes. Both types of cisternes are delivered to USSR.

3. Description of the plant: The total size of the plant area is about 400 x 250 m. The distance from the Labe river is approximatively 200 m.

The fence: (see the plan-codemark 1), made of iron bars, separates the plant from the main street on the western side, and fills all sectors around the plant, free of construction.

Main entrance: (see the plan-codemark 2) is in the middle of the western (street) side. There is an iron gate and a gate-keeper lodge, 10 x 10 m, made of bricks, painted in yellow. The plant's guard consisting of several men is housed in the lodge and keeps duty at the entrance.

Entrance in VTU: (Military Techn. Institute, see the plan-codemark 3). This entrance is about 50 m from the southwest corner of the plant's rectangle, opened towards the sidestreet, leading to the river. It is a kind of slopy passage, 4 m wide, leading underground. Both sides of the passage are flanked by two ferroconcret bunkers. A soldier in the khaki uniform keeps walking between the bunkers and inspects all vehicles coming into or living the VTU. The soldier is armed with a submg and a gas-mask and has the black lapel-patches ornated by two crossed axes on each patch.

Airshafts for VTU: (see the plan-codemark 4). In the middle center of the northern part of the factory's courtyard is a concret airshaft 3 x 3 x 1.5 (height), with longish apertures in all sidewalls and in the ceiling. This serve to ventilate the underground.

Main warehouse: (see the plan-codemark 5). It is a long 100 m x 20 m groundfloor building, made of bricks, extending from the northwestern corner along the northern side. Stored therein are the materials for the plant's production.

Etching-shop: (see the plan-codemark 6), is a next building east of the warehouse; also made from bricks, size 30 x 25 m, groundfloor only. Etched are there the plato-metals used for the motorboat construction, the wires, screws etc. The shop has three etching bathes. A mobile electrical crane is operating alongside.

X - Ray dept: (see the plan-codemark 7) is next eastwards to the Etching-shop. It is a groundfloor building 40 x 20 m. Inspected there are all parts welded by electrical or oxyhydrogen process. The X Ray instrument for the purpose was brought into the plant in the middle of 1953.

The boiler-shop:(see the plan - codemark 8) extends along the eastern side of the plant rectangle.It is a 90 x 25 m groundfloor building,about 12 m high.There goes the production of the cisternes,both the RR type and the underground type,for USSR.The equipment of the boiler-shop consists of:2 mobile cranes of 3.5 T capacity, 2 pneumatic stamping hammers (machines),2 electrical [illegible] furnaces,1 electrical roller,8 electrical welding tools and several oxygen welding tools,large pneumatic shears for cutting of plate-metals etc.

The work in the boiler-shop goes round'o clock in three shifts.The cisternes are completely manufactured and assembled there.

Tinsmith shop:(see the plan - codemark 9) is connected with the boiler-shop,in fact forms an annex to it.It is a brick,60 x 20 m groundfloor building,the place of the production and assembling of the pontoons and motorboats for the army.Two assembly areas are reserved for the pontoons,one for the motorboats assembly lines.The work in the tinsmith-shop goes on round o'clock,organized into three shifts.

Under the tinsmith-shop is a basement,where the cloakrooms and showers for the tinsmithes and locksmithes are located.In the same basement,but separated by a grate,is a gangway belonging to the VTU (military techn.institute).Thru the grate is possible to observe the officers in white working overalls,moving thru the gangway.

Locksmith apprentice shop:(see the plan-codemark 10).This groundfloor object,30 x 20 m size,annexed to the tinsmith-shop,serves as schooling hall for about 20 locksmiths aprentices.The training equipment consists of several welding tools,few lathes and milling machines of TOS type.The apprentices do not do any work for the actual production.

Tinsmith-warehouse:(see the plan-codemark 11) is the last object of the system of annexes beginning at and connected with the boiler-shop.Its size is 40 x 15 m; it stores the plate-metals,wire,aluminum,profile-iron and alike.

Locksmith-shop:(see the plan-codemark 12).It is a sepaxate object of 40 x 20 m size,next southwards of the above building-system.It houses the locksmith shop and electrical workshop.Both workshops are the facto repair and instruments shops for the whole plant.

Restmaterial warehouse: (see the plan-codemark 13).It is a long 75 x 20 m gfoundfloor building extending from the southeast cornere along the southern side of the plant.It has several sections according to the materials stored in i.e.:brass, copper,aluminum,[illegible] duralumin,black plate-steel.

The dining hall:(see the plan-codemark 14) is located near to the VTU entrance, but opened,of course into the courtyard side.It is a brick,greypainted groundfloor building 40 x 15 m,where is the plant messhall and the kitchen.

Plant's administration:(see the plan-codemark 15) IS in the two store building, 30 x 20 m,located in the southwest corner of the rectangle.Inside the building are:the manager's office,army supervisors office,administrative and technical offices of the management.

Plant's dispensary:(see the plan-codemark 16): is in a groundfloor brick house, 15 x 10 m,located between the administration building and the turnery.The staff consists of 1 M.D. and two nurses.

The turnery:(see the plan-codemark 17) is the largest building of the whole plant, size 100 x 30 m.It is located in the courtyard,made of bricks,painted in yellow. Its roof has several lateral sky-lights.The equipment of the turnery consists of modern lathes,drilling machines,milling machines,sanding machines etc.Manufactured here are various shafts,gearing and cog-wheels and other minor parts,mostly made on order for USSR,partly for Hungary and a smaller quantity for CSR.

The turnery works only one day-shift.

Boiler-shop store:(see the plan-codemark 18) is in a brick,groundfloor object, 50 x 20 m,adjacent to the boiler-shop,directly at its corners.It stores the material for the boiler-shop.

4. Plant's equipement: is only about 10 years old, from the WW II time. It is very well cared of and maintained. The machines are inspected daily. Time to time, brand new machines are being delivered to the plant. The machinery and equipment therefore, are quite adequate and cause no troubles in the production.

5. Employees and working conditions: there are about 1.100 workers at the plant; less than 100 of them are female, otherwise all others male. The majority of workers are skilled and well qualified profesionals, tinsmithes, locksmithes, boiler-makers, welders, grinders, turners etc; only a negligible number are the unskilled, so called reeducated workers.
Working shifts: three shifts are kept in the boiler-shop and tinsmith-shop. They run, as follows:

0600 hrs - 1400 hrs
1400 " - 2200 "
2200 " - 0600 "

Fully manned are the two daily shifts, whereas the night shift is filled by 70 %. The turnery works just one shift daily, i.e. the moorning shift 0600 - 1400 hrs. The same goes also in the locksmith and in the electrical workshops where, however, men on duty are maintained during the afternoon and night shifts.
Wages: are very good. A skilled worker, single (unmarried) is earning up to 1400 Kcs nette monthly.

6. Production: is organised into three main groups:
I. Production of pontoons and motorboats for the army
ii. Production of cisternes and RR cisternes for USSR
III. Production of various minor parts and items for USSR, some other satelites and partly also for the home exigencies.
Follows the description of the individual items of the production:

aa) Patrol motorboats: (Note: see enclosed sketch).
The production of the motorboats begun in the summer 1951, when the first prototype was completed. The plant has the task to make 20 motorboats a year. As this number means utilizing only half of the plant's capacity, there were talks that the order for doubling the motorboat production was in offing.
Description: the boat is 7 m long, 2 m wide, 1.5 m high (including the gauge). Is made of plate-aluminum 5-6 mm. Externally at the bottom of the boat is affixed a gliding plate, made of a special light metal of 30 mm strength. It is conformed with the boat, is about 60-80 cm wide, narrowing to the front (prow) of the boat. It is clinched (riveted) to the boatbody. Otherwise the boat is welded by a special electrical welding tool.
The bpat is built for 4-5 men crew. Two of them, the driver and the frontgunner sit in the front-cabin, covered by micaroof. The backside cabin has an opening, and seats for 3 people, two in a rowbench, the third - the gunner of the stern MG - in the rearcorner. The front machinegun is aimed for the front-range shooting, the stern MG for the rear protection.
Two cylinder engine is mounted in the centre of the boat, with the gastank right upon it. The engine drives the screw-propeller by means of a long shaft. The engine is manufactured by another factory, and so is the shaft and the screw-propeller. The boat itself is otherwise compeletly made and assembled at the SKOda V plant. The machine-guns used in the boats are of 7.92 mm calibre, (repeat 7.92 calibre) manufactured by the C Z (Czechoslovak arms manufactory) in BRNO. It has the underneath mounted bulletmagazine.

bb) Pontoons: (Note see the second sketch).
The plant's capacity averaged 200-220 pontoons monthly. In addition to the new pontoons production, the plant is repairing the damaged pontoons which the army is sending there. About half of the production are the pontoons designed for carrying of troops, the second are the pontoons for the bridge construction.

A)Description of the troops-carrying pontoon:
The pontoon is 5 m long,of angular form,the frontwidth 2 m narrowing to 1,40 m at the stern,the height also 1,40 m.Is made of the black plate-steel 1-2 mm,reinforced by 12 ribs of U profiled iron (see sketch-codemark a).The brim of the pontoon is bordered by the plate-steel edge of cubical form,7 cm wide (see the sketch codemark b).Approximatively in the middle of each side are the holders for the oars (see the sketch-codemark c).The pontoon borders have also gaps (wholes) for tightening them together,when loaded for the transportation.
B)Bridge-pontoons:look like fouredged ashlars 5 x 2 x 1,40 m,are made of the same black plate-steel as the troops-pontoon,closed from all sides.There are also 12 reinforcing ribs of U profiled iron(see sketch-codemark a) as on the previous pontoon,and in addition to it there are 10 more ribs on the upper platform (see sketch codemark b).The pontoon is welded and the ribs are also affixed by welding process.The pontoon has two openings in the upper platform,covered by flaps.These openings, size 60 x 35 cm serve for case the pontoon needs repair from inside. At each corner of the pontoon is a special bolt,in L form,which serves for the connection of several pontons alongside, at the bridge construction.
Note:The motor boats and pontoons are tested,prior to takeover,on the nearby side stream of the Elbe river,by the supervising officers stationed in the plant.The complet products are being transported away by the army engineers loaded upon the tiltcovered army tracks.

cc)Cisterns and RR cisterns for USSR.
The RR cisternes for USSR are slightly larger than those used by the czechoslovak railways,since they are probably designed for the russian gauge.The chassis for these cisternes are delivered from PILSEN.
In addition to the RR cisternes,manufactured here are also the underground cisternes for USSR.They are of cylindric shape,15-20 m long,4 m in diameter. The unfinished cisterne-bodies are tared,then wrapped into a special cahvas and finally covered by the black plate-steel coat,which is then welded upon.All completed cisternes are transported away by the railroad.Time to time there are quarels or even conflicts of the plant's management with the russian commission,refusing to accept some of the cisternes.

dd)Minor parts production:is run in the turnery e.g.shafts,gearing and cog-wheels up to 2 m diameter,in various profiles.Most of these products are aimed for USSR, part of them for Hungary and other satelites and only small quantity for CSR. The russian commission inspects all these products too,before taking them over.

7.The fulfilment of plan and the quality:The plan had been generally fulfilled. There were no complaints,concerning the production of the motorboats and pontoons for the army.High percentage of waste was constantly occuring in the boiler-shop, at the production of cisternes.This lead to the above mentioned refusals by the russian commission.

8.The supplies of semiproducts:The black plate-steel is supplied by the IRon works PODMOKLY.Further details are not known to the source.

9.Military Technical Institut (VTU):As said before,the installations of the VTU occupy the underground floors,below the Skoda V plant.Everything what goes on there is carefully hided from the outside public.Incoming and outgoing vehicles are always covered by tilt and are thoroughly inspected by the entrance guard. There is an inscription in the corridor which neighbors the basement of the tinsmithshop,with the following warning:"Area of the military technical institute - Danger - off limits."The corridor is made of ferroconcret and all doors,which can be observed from the tinsmith-shop basement,are aparently armour-plated.

There is a permanent damped noise,hearable from the underground,similar to the roaring of several dynamos.Sometimes a quite distinct smell would penetrate from there upstairs,once similar to the gunpowder smell,other time to the chlorine. Almost every day felt are the stronger or weaker shocks from downstairs,as caused by some explosions.

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9.Few names from the Skoda V plant:

Plant's manager:Novak Karel.

Head of the cadre (personal) dpt:Uher Jan,

In the technical management:Patka Otto

Headmaster of the tinsmith shop:Provaznik Karel.

End of the report.

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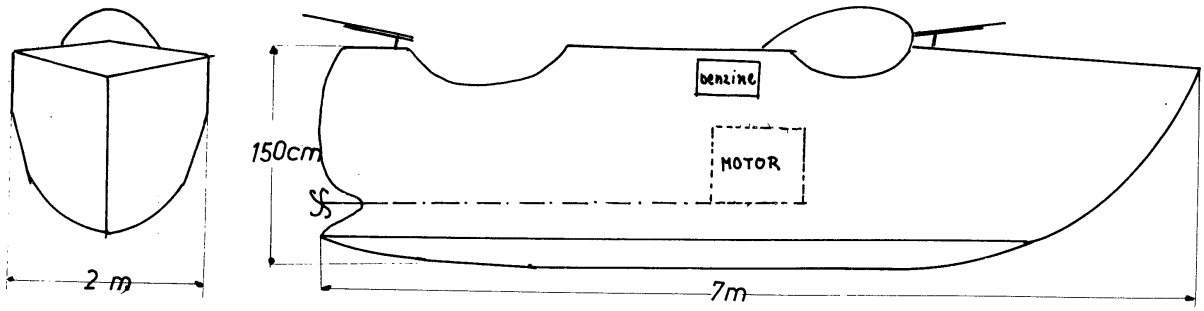

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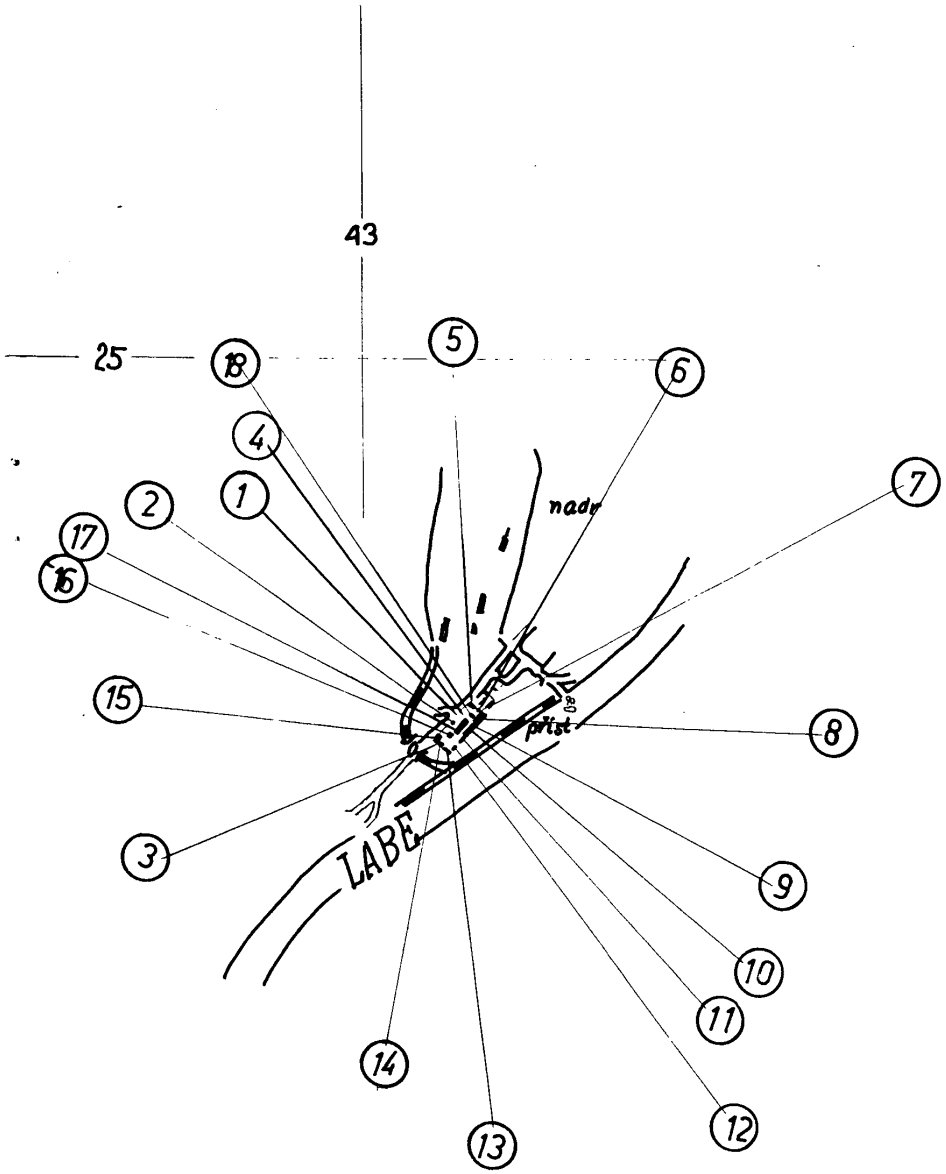

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